

MEMORANDUM

TO: Annick Beaudet, Project Manager, City of Austin
Bicycle and Pedestrian Program

DATE: June 8, 2009

FROM: Jim Carrillo, Vice President, Director of Planning,
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SUBJECT: Addendum of Changes

The following list is an addendum of modifications, as of the date of this memorandum, to be implemented after the boards and commissions process.

Facility recommendation changes:

- Add Chesterfield Ave and Leralynn St, between 51st Street and Koenig, to recommended bicycle network as a bicycle lane. The existing facility is a wide curb lane.
- Add trails and multi-use trails planned by the Central Texas Regional Mobility Authority to the recommended bicycle network pending receipt of a GIS shapefile of the planned trails. This will create a new 900-series route.
- Add Staked Plains Trail, south of Avery Ranch Blvd as a potential route through the proposed Lake Line Transit-Oriented Development.
- Change recommended facility on Rainey Street from bicycle lane to designated route (shared lane and wide curb lane).
- Change recommended facility on Burnet Rd, from MoPac to US 183, from wide shoulder to bicycle lane. Add note to map and in facility recommendations tables in Appendix D indicating that the recommended facility on this roadway is contingent on City of Austin control of roadway.
- Change the name of the 900-series from "Off-Road Facilities" to "Multi-use Trails"
- Include in the 900 series existing and proposed greenways identified by the Trails Master Plan:
 - Barton Creek Greenbelt
 - Big Walnut Creek
 - Bull Creek
 - Onion Creek
 - Slaughter Creek
 - Williamson Creek
 - Trails along the Colorado River (proposed)
 - Gilleland Creek System (proposed)
 - Dry Creek East System (proposed)
- Change recommended facility on Balcones Dr, from W 35th Street to Edgemont from bicycle lane to wide curb lane. Change existing cross section to 12-12, based on most conservative section for entire segment.
- Change recommended facility on Kramer Ln, west of Burnet Rd, from bicycle lane to multi-use path / shared lane.

- Change recommended facility on Thomas Springs Rd, from Circle Dr. to SH 71 W from shared lane to wide shoulder.
- Change recommended facility of Davis Lane, from the west end of Davis Lane (currently) to FM 1826 from bicycle lane to multi-use path.
- Add to the 900 series the “Riata Park Connector.” This segment will be from where Jessica Ln dead ends to the existing trail system in Riata Park.
- Add to the 900 series the “Stratford Lane Connector.” This is an existing trail from Stratford Lane to Barton Springs Road on the Mopac corridor. The multi-use path should extend across Barton Springs Road into Zilker Park.
- Specify “Segment To” and “Segment From” details for segments of Route 907. Include the segment from 3rd St to 5th St.
- Move the alignment of the Boardwalk Trail off any property. Make the alignment just hug the shoreline. Add the following note indicating route 912:
“The Boardwalk Project, initiated in 2008 is charged with completing the Town Lake hike and bike trail and will include recommendations on mobility, including bicycles along Town Lake Trail. The process will evaluate the possibility of including an off-road bicycle route alongside the Lake and make recommendations based on, but not limited to, community input, physical conditions, space limitations, and compatibility with other uses. Alignment of the trail will defer to the Boardwalk Project planning process.”
- Correct Riverside route-segment 60.08, from south bound IH 35 Service Road to Lakeshore Drive. Split segment, creating two segments: one from the south bound IH 35 service road to the north bound IH 35 service road, with a recommended facility of wide curb; and another from the north bound IH 35 service road to Lakeshore Drive, with a recommended facility of bicycle lane. Adjust the current segments following 60.08 (i.e., current route-segments 60.09 through 60.14 will become 60.10 through 60.15).

Document changes:

- To the DT Sector map of the Super Routes, add a note that reads “Note: See page 36 for more info on the Downtown Austin Plan.”
- Add the following language to the Relationship to Other Plans section of the introduction: “The DAP is a comprehensive plan that contains recommendations for bicycle facilities that are integrated with other modes of transportation and will affect the Bicycle Plan. These recommendations include, but are not limited to, conversion of many one-way streets to a two-way street system, rail, and priority modes per street.”
- Change the internal title page to reflect the title of the Plan document, “Austin 2009 Bicycle Plan Update.”
- Amend the legends of the recommended bicycle network maps to reflect new symbology for a recommended bicycle lane facility.
- Change first benchmark of Objective 1 (Bicycle System) to read, “Complete 60% of bicycle network by 2015, 70% by 2020, and 100% by 2030.”
- Add the following language to Appendix F: “City Staff shall encourage TXDOT to include the bicycle facilities recommended in the FHWA guidelines for all roads in the state highway system within Austin city limits.”

- Add the following language to the end of Appendix F: “Lastly, when implementing new trails or rehabilitating existing trails best practices in trail design shall be considered. When off-road trail projects recommended in this plan are initiated, coordination with the Parks and Recreation Department is required when the trail will utilize parkland. All trail design should be reviewed by appropriate boards and commissions throughout the project to assure all user needs and safety issues are addressed.” Because this will be the new last paragraph, remove “Lastly” from the previous paragraph (current last paragraph).
- Add new section called “Recommended Multi-Use Path Bicycle Network Facilities.” This section will be inserted after map DT of the Recommended Bicycle Network Facilities and before Objective 1.1, Parking in Bicycle Lanes. This section will include an overall and each Sector Maps (A1-E4, and DT) with the off-street facilities only.
- Add Climbing Lane definition to Appendix A: “An area within the roadway specifically designed for the use of bicycles (a bicycle lane) only on the uphill direction of a roadway.”
- Correct street misspelling of Edgemont in Appendix D
- Add photo (below) to plan document; add caption “The Bicycle Program Manager presents the Mayor with a bicycle light set at the 2009 City Council proclamation of National Bicycle Month. Proclamations are one of many ways to promote bicycling locally.”



- Make the following change to the Austin Parks and Recreation Long Range Plan for Land and Facilities section on page 36:
 In 1998, the Austin City Council adopted the Park and Recreation Department’s (PAR) Long Range Plan for Land and Facilities as the City’s Master Plan for parks and recreation (City of Austin, Parks and Recreation Department). Because recreational and utilitarian bicyclists tend to utilize park trails and paths, planning for bicycle use on off-street multi-use trails through and on parkland should be consistent with the goals of this Plan. The following multi-use trails have received Federal alternative transportation funds for either improvements or new construction, requiring their role in the City’s multi-modal network. These multi-use trails are:
 - Town Lake Trail
 - Waller Creek Trail
 - Shoal Creek Trail
 - Colorado River Park Trail
 - Barton Creek Trail
 - Northern Walnut Creek Trail

- Southern Walnut Creek
- In The Need for Ongoing User and Citizen Input section on page 31-32, include updating the Environmental Board and any other appropriate Boards and Commissions in addition to the UTC.
- In Neighborhood Plans section on page 36, add language that speaks to bicycle circulation in the Domain and the North Burnet/Gateway neighborhood plan.
- Page 21, third full paragraph: Modify the part of the sentence, “And while this figure does represent trips to school by college and university students” and change to explain that census *may* capture trips by university students, depending on whether students view school as their work. Therefore, the census commute trip to work does not accurately reflect trips to school by college and university students.
- Page 43, under 5. Bicycle Facility Maintenance: Remove last sentence of paragraph and change to “Bicycles are more sensitive to irregularities and road debris than cars due to their smaller and lighter weight tires. Roadway features that cause minor discomfort to motorists, such as potholes and improper drain grates, can cause serious problems for cyclists.”
- Add to definition of “Bicycle Network” in Appendix A “, including bikeways, bicycle lanes, protected bicycle lanes, multi-use paths, bicycle boulevards, wide shoulders, designated wide curb lanes, designated shared lanes, and sidewalks.”
- Page 172: Objective 2.0, second benchmark should read “Distribute 5,000 Austin Bicycle Map Brochures each year.” Second bullet under Objective 2.0 Benchmarks should be changed as well.
- Replace all photos that have unsafe behavior. All photos need to show helmets and close-toed shoes.
- In Appendix F, where commonly used design and regulation manuals for on-road bicycle facilities are listed, add commonly used design and regulation manuals for linear parks/multi-use trails.
- Make the following change to the Key Drivers of Bicycling in Austin section, the fourth sentence of the second paragraph under this section: “In 2007 UT **adopted** a campus bicycle plan...” to “In 2007 UT **drafted** a campus bicycle plan...”
- Omit the Speedway Bicycle Boulevard information and replace with the following text:

“The UT campus is an important connection among Downtown and the North Campus student center, making it an ideal place for a heightened awareness for bicyclists. Vehicle movements are restricted through UT campus and UT has pedestrian/bicycle only zones. On campus streets and bicycle facilities will continue to be planned in a way that minimizes conflict for all possible modes of travel without compromising safety of the facilities.

The City of Austin Bicycle and Pedestrian program will work closely with the University of Texas and student organizations to ensure that accessibility to the UT campus via bicycle is enhanced as much as possible and that campus streets remain accessible and safe for both pedestrians and bicyclists.”
- Replace all “CapMetro” with “Capital Metro”
- A Capital Metro box “Spotlight on Capital Metro” will be added to Objective 1.3, Integrating Bicycling and Transit Transportation Modes, stating Capital Metro’s goals and accomplishments regarding integrating bicycles and transit:

“Capital Metro is proud to be working with the City of Austin to incorporate transit into the City of Austin’s Bicycle plan and agrees that strengthening the link between cycling and transit is great for the city and its residents.

Currently, Capital Metro provides comprehensive training to our bus operators on sharing the road safely with cyclists. Capital Metro’s training program is the most widely recognized program in the nation. Innovative components to the training, such as bike-safety education, have resulted in multiple awards. Capital Metro’s program is the national model according to the National Transit Institute and the American Public Transportation Association. Capital Metro will continue to improve upon our bike safety training element as future safety developments are made.

Capital Metro supports the installation of new bike lockers that are not fully enclosed, similar to the Bike Lid product currently being tested at the Pavilion Park & Ride. The bike lid was made possible through collaboration with the city’s Bicycle Program, and we look forward to a continued productive partnership to improve transit connectivity and safety for cyclists.

Capital Metro recognizes that at times, bicycle capacity is limited on our bicycle racks. We’ve been studying the problem of increasing bike carrying capacity for a while, but a safe solution has not been found. We will continue to look for solutions and work with manufacturers to find a way to accommodate more bicycles without increasing the risk of accident or injury.

We look forward to helping the City of Austin implement the Bicycle Plan.”

- In Objective 1.3, Integrating Bicycling and Transit Transportation Modes, replace all “Work with” to “Coordinate with”
- For Actions 1.3.3a and 1.3.10a, change to “Continue to coordinate with” since these objectives are already being met.
- Change Action 1.3.9 to read:
 - Coordinate with Capital Metro to integrate bicycle and transit route information in maps and signs
 - 1.3.9a Integrate bicycle route information into Capital Metro transit route maps and signs.
 - 1.3.9b Integrate Capital Metro transit information into City of Austin bicycle route maps.
- Change the first benchmark for Objective 1.3 to read: “Where safe, all (100%) Capital Metro buses, rail cars, and van pools will be able to accommodate three (3) bicycles by 2020.”
- Change Action 1.3.4b to read: “Coordinate with Capital Metro to identify ways to safely accommodate three bicycles on all or select Capital Metro buses, streetcars, and rail cars.”
- Add an action item (1.3.11) that states that the City will coordinate with Capital Metro to establish criteria to identify transit stops needing bicycle parking.
- Change the second benchmark for Objective 1.3 to read: “Include bicycle parking at 100% of locations meeting transit stop bicycle parking criteria to be developed by the City of Austin and Capital Metro.”
- Change Action 1.3.3b to read: “Require the highest level of security bicycle parking (Type I such as bicycle lockers or security guard/locked rooms, etc.) or bicycle parking spaces at large scale public transportation facilities.”



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- Change Action 1.3.6 to read: "Work with Capital Metro to implement "Rails with Trails" and any other appropriate bicycle/pedestrian facilities to improve bicycle access to transit stops and stations."